

**AMENDMENTS TO THE SPECIFICATION**

Please amend paragraph [01] at page 1, as follows:

[01] This application ~~claims priority to~~ is a continuation application of U.S. Patent Application 10/091,858 filed March 5, 2002 which is a continuation-in-part of US Patent Application Serial Number 09/558,751 filed on April 21, 2000, now US Patent No. 6,373,389.

Please amend paragraph [40] at page 16, as follows:

[40] Domains 23 are divided into smaller physical regions or zones. Zones 25 are typically physical rooms, corridors, and stairwells within environment 22 typically defined by established barriers such as walls, floors, ceilings, bars, windows, fixed equipment and by other subdivisions that would confine movement of items. A zone comprises at least one portal, a point of ingress to and egress from the zone. Typically, a portal includes doorways, stairs, escalators, elevators, or other points, where items move between zones 25 within a domain or between domains 23 in environment 22. Figure 1 shows ~~domains~~ zones 25 labeled as Z1-Zn, where "n" is determined from the layout and design configuration of environment 22.

Please amend paragraph [96] at page 46, as follows:

[96] With specific reference to Fig. 7, the container 202 may be used to deliver, ship, or move any number of types of cargo or equipment within or into or out of an airport. A vehicle 204 and a trailer 206 may be used to move the container 202. Other types of vehicles, for example, a forklift truck or other material handling machines or transport vehicle may also be used. One or more transmitters [[290]] 209 may be used to track the container 202, the vehicle 204, or the trailer 206 within, into or out of an airport. As shown in Fig. 7, in the exemplary embodiment shown, a first transmitter [[290A]] 209A is coupled to the container 202 and a second transmitter [[290B]] 209B is coupled to the vehicle 204.

Please amend paragraph [97] at page 46, as follows:

[97] With specific reference to Fig. 8, the system 220 includes an enterprise system 208 which is used to track the container 202 throughout the airport environment 222. The airport environment 222 may be divided into domains and zones (see above). For example, the airport environment 222 may include more than one airport. In the illustrated embodiment, the airport environment 222 includes first and second airports 222A, 222B. The system 220 tracks the container 202 throughout the airport environment 222, including into and out of each airport 222A, 222B. Information regarding the movement of the container 202 is sent to and stored within the enterprise system 208. Information may be shared with external systems, such as a SABRE system 210 and/or an AIDA system 212. Access to the enterprise system 208 may also be provided externally, such as through the ~~internet~~ Internet 214.

Please amend paragraph [98] at page 47, as follows:

[98] Each transmitter 209A is assigned a unique identification number and is adapted to transmit the unique identification number (see above). The system 220 includes at least one receiver 248 which is adapted to receive the unique identification number from the transmitters [[290]] 209, to responsively determine a direction of travel of the transmitter [[290]] 209, and to responsively generate a direction of travel code (see above). As shown in the embodiment of Fig. 7, the transmitter 209A coupled to the container 202 is assigned a first unique identification number and the transmitter 209B coupled to the vehicle is assigned a second unique identification number.

Please amend paragraph [102] at page 48, as follows:

[102] The airport 224 may include a loading zone 280 for at least one aircraft 282. In the illustrated embodiment, first and second loading zones 280A, 280B are shown for first and second aircraft 282A, 282B, respectively. Each loading zone ~~282A, 282B~~ 280A, 280B includes a portal and a receiver 248A, 248B located at the respective portal. In the illustrated embodiment, the receivers 248A, 248B are coupled to first and second node computers 228A, 228B. The first and second node computer 228A, 228B are coupled to a first controlling computer 226A.

Please amend paragraph [104] at page 48, as follows:

[104] Each container area 284 includes a portal and third, fourth, fifth, sixth and seventh receivers 248C, 248D, 248E, 248F, 248G located at the respective portal. Each receiver 248C, 248D, 248E, 248F, ~~[[248F]]~~ 248G is coupled to third, fourth, fifth, sixth and seventh node computers 228C, 228D, 228E, 228F, ~~[[228F]]~~ 228G, respectively. In the illustrated embodiment, the third, fourth, and fifth node computers are coupled to a second controlling computer 226B and the sixth and seventh node computers are coupled to a third controlling computer 226C.

Please amend paragraph [105] at page 49, as follows:

[105] In the illustrated embodiment, the airport environment 222 includes at least one ingress/egress area ~~[[286]]~~ 284G, ~~such as adjacent a road or highway or 286H or the like.~~ The ingress/egress area 286 including a portal and an eighth receiver ~~[[248G]]~~ 248H located at the portal. The eighth receiver ~~[[248G]]~~ 248H is coupled to an eighth node computer ~~[[228G]]~~ 228H. The eighth node computer ~~[[228G]]~~ 228H is coupled to the first controlling computer 226A.